



THERE was lots of action in the harbor yesterday all day long. Early in the morning the vessels began moving in and by noon quite a fleet had departed on their voyages to San Francisco and the Sound. At noon time the big transport Thomas sailed for Manila. There was a great number of people on the Navy wharf to see her away and during the time she was pulling out from the wharf much enthusiasm prevailed among the departing teachers and their friends at the vessel's side.

As the big boat pulled out into the stream the teachers sang college songs and cheered Honolulu and her citizens. The people on the wharf and threw leila and flowers aboard. There were more cameras in use at the departure of the Thomas than at any steamer that has left this port in many a day. On the boat there were scores pointed at the crowd on the wharf and the people on the wharf were also armed and doing deadly execution with their little photograph machines. Just as the steamer was at the end of the slip one of the sailors who had tarried upon longer than he should rushed onto the wharf and seeing that the vessel was away grabbed the bow line which was just being cast off and his mates pulled him aboard. On the way up the side a big black bottle was seen to drop from his pocket. It was quickly grabbed by the native boys in the water swimming around for nickels and until the bottle was drained of its contents the little swimmers were not so anxious for the small coins that might have been thrown to them. Several pictures were taken of the man as he went up the rope and there was a great cheer as he gained the deck.

In the afternoon the harbor and the offing presented a very pretty marine picture. The schooner Aloha on her way to San Francisco was beating up to windward with all sails set. The steamer Aorangi and the gunboat Bennington were just off the harbor waiting for the quarantine physician. The gunboat Petrel was on her way out of the harbor and the barkentine Arago and John Smith were leaving for the Coast. The former was in tow of the Fearless and the latter vessel sailed out with all sails set. As the Petrel passed the Bennington she was cheered by the crew of the latter and the departing vessel responded with a hearty cheer.

The little schooner Mokihana played quite a part in the afternoon's doings and got closer to two war vessels than it has ever been her luck to be before. As she was leaving the channel she made connections with the Petrel and the latter had to be stopped to avoid a serious collision. Then when the vessels became untangled and the officers of the gunboat and the crew of the Mokihana had used some rather strong language about each other both proceeded on their ways. Off the harbor some thing went wrong with the Mokihana's main sail and the wind dying down she drifted about and nearly got in the way of the Bennington on her way into the channel. That vessel had also to back water to keep from smashing the little schooner to pieces. The Mokihana is on her way to Kahului with the sails and gear of the schooner Alice Kimball which is to be brought here and put in the island trade again. The last time the Mokihana left here for Kahului she ended up at Waianae this island. She is a great boat for going sideways.

As will be seen by the Aorangi's report she made a very fast trip from her port of departure. Being delayed about twelve hours she made up a good deal of the time on the way here. She has a great many through passengers for the Colonies, among them many returning soldiers from the South African war. She sailed last night at midnight for the Colonies and hopes to arrive there on regular schedule time. Her files of Vancouver papers were two days later than the news brought by the Peru on Thursday.

#### The Bennington Here.

Another one of Uncle Sam's fighting ships homeward bound has arrived here from the Orient where she has been for nearly three years. The Bennington is too well known here to need any introduction, as before annexation she was in the harbor for many months and only left to take her place with the others of the fleet in the Asiatic station.

The little vessel has been continuously in commission for over ten years and she is now proceeding to San Francisco presumably to lay up and receive a thorough overhauling. She left Hongkong on the 25th of June and went to Shanghai. The latter port was left on the 14th of July. From Yokohama she sailed for this port on

July 21st making the run to port in fourteen days. The trip from Yokohama was a comparatively smooth one. The northeast trades were met soon after leaving. North of the thirtieth degree they were strong. As the vessel came south and east the winds moderated to port.

The Bennington will remain here until Thursday taking coal and water. Many of her officers have been here before and are well known to Honolulu people. Commander E. K. Moore her commander has made many visits to this place. He came here first in 1873 in the old sloop-of-war Ports-mouth, and was here in the cruiser Boston during the troublous times of 1892-93. Her officers are as follows: Commander E. K. Moore, U. S. N.; Lieut. R. F. Lopez, U. S. N.; Lieut. A. McCully, U. S. N.; Lieut. S. E. Moses, U. S. N.; Lieut. G. L. P. Stone, U. S. N.; Ensign G. B. Rice, U. S. N.; Ensign A. Crenshaw, U. S. N.; Ensign W. H. Reynolds, U. S. N.; Ensign W. C. Anderson, U. S. N.; P. A. Surgeon R. M. Kennedy, U. S. N.; P. A. Paymaster G. C. Schafer, U. S. N.; Pay Clerk E. C. Griswold, U. S. N. She carries a crew of 164 enlisted men and eighteen marines.

#### Exit the "Cussin' Mate."

The millennium is near, if the following from the Louisville Post is true.

The local packet companies, together with many other excellent improvements recently made, have decided to do away with the "cussin' mate," and hereafter the forecastles of their steamers will be governed by men who will not send forth a stream of profanity. To this end changes have recently been made, until at last every mate in the service of the Louisville and Cincinnati, and Evansville and Henderson Line is of the "non-cussin'" kind. The rule says: "Thou shalt not cuss; nay, verily, even should a stage plank or cask of bacon fall on thy pet corn."

When a western river mate is deprived of his favorite method to get work out of a colored roustabout, his occupation is seriously crippled to say the least. We shall watch the result as carefully as we would a change of diet upon a sick member of our family. In the meantime, if we mistake not, the steamboat lines referred to that have evidently tired of profanity on the forecastle are operated respectively by our friends and co-workers in the National Board of Steam Navigation, viz. Colonel W. W. Hilt, of Louisville; Captain F. A. Laidley, of Cincinnati; and Captain James A. Henderson, of Pittsburgh, the first-named at present the president of the Board. The Eastern members of the National Board of Steam Navigation long since abolished swearing and took up praying, and with such good success that it will not be a surprise to them to know that their Western friends have had a change of heart.

What an amount of rejoicing there will be at the next meeting of the National Board of Steam Navigation in September when the question of this high moral standard in "doing business on the great waters" is discussed. What if this great change in Western steamboat vernacular does bring the millennium. Could it come in a better time when profanity has been replaced by exhortation and only the kindest expressions are used on water craft?

#### Estimate of Strong.

Major Putnam Bradley Strong, of the quartermaster's department, permitted himself a brief career in the regular service. He was a fine volunteer officer and was of that clear-cut metropolitan variety of liberal disposition and social quality which made him a credit to the service but which, exercised in a wrong direction, brought him to the verge of a court martial and compelled him to send in a telegraphic resignation which was promptly accepted by the Washington authorities. When Strong was in the Philippines he did a great deal of entertaining and was accounted a good fellow as well as a fine officer. He left the volunteer service with the avowed purpose of remaining out of military life. There was no allowance, he said, in the pittance which staff officers were allowed. The failure in New York of his father, a prominent business man and an ex-mayor of the city, evidently required a change of plans, although young Strong was supposed to be still independent. His unfortunate indisposition in San Francisco, where he appears to have had no sense of the risk he was running by public association with a variety act, led him to give up the commission, which most men would have been very glad to have held on to, at no greater cost than

Diamond Head, 10 p. m.—Weather clear, wind light east.

that of bearing themselves sans reproche. It is no great calamity when the Army loses a glittering high-flyer but it is to be regretted when such loss includes a good officer. Strong was probably the first and his associates in the service say he was certainly the latter.—Army and Navy Register, July 20.

#### Aki's Birthday.

There was a great feast aboard the steamer Mauna Loa yesterday at noon. It was Chief Steward Aki's birthday and as he was celebrating the fifty second year of his life and the nineteenth of his service in the company the occasion was one to be long remembered.

The dinner was under the direction of Port Steward Frank Costa and did justice to that gentleman's talent in every way. The spread was the finest that there has ever been on one of the island boats and the guests of whom there were many did justice to the good things set before them.

The meal was set in the dining saloon of the Mauna Loa and two long tables were tastefully set and decorated with flowers and plants. Around the room were festoons of malle and ferns and potted plants were set around in artistic fashion. A stringed orchestra dispensed sweet music during the meal and until long in the afternoon joy was unconfined. There were toasts and more toasts. Aki was toasted and responded. The company was toasted and the officers of the vessels were toasted.

The affair being one of the first of its kind that has taken place on an island steamer was voted a great success and will be followed by others in the near future.

#### Coming on the Sierra.

The following passengers were booked to leave San Francisco for Honolulu in the O. S. S. Co.'s Sierra, August 1.—Mrs. J. A. Magoon and 3 children. Mrs. R. Ricketts and maid, J. W. Burton and wife, E. H. Neill, Mrs. A. Jaeger, Master Jaeger, R. Hawkhurst, J. M. Foster, Mrs. H. Castle, Miss Castle, G. S. Waterhouse and wife, Miss R. Dawson, Miss M. Smith, T. A. Pettus, W. E. Hyman, C. H. Teaff, C. Du Roi, L. M. Eshemis, H. A. Held, E. R. Swain, J. P. McCoy, K. T. McCoy, Miss Cowen, C. F. Semple, Miss Caywood, W. A. Bowen and wife, Master Bowen, Miss F. Guinnane, W. J. Guinnane, Miss M. Russell, C. H. Wilcox, Mrs. Roth and child, J. Leadingham, Mrs. Leadingham and four children, H. M. Whitney, Mrs. S. Bristol, W. W. Bristol, E. T. Robinson, Mrs. S. E. Saddlemeier, John Ena and wife, J. W. Erwin, G. E. Sturgis, R. L. Anderson, Mrs. D. G. May, Mrs. Matthews, G. F. Marshall, M. de Leon, W. D. Rawlins, E. van Sender, J. F. Soper, Charles Matthews, Dr. E. Buckridge, J. C. Baird, Mrs. E. Lahee, Miss T. B. Smith, B. J. Carrott, Miss A. Clawson, M. M. Scott, Mrs. F. J. Kruger, three children and maid.

#### Aorangi's Report.

In consequence of a delay in the arrival of the mails at Vancouver, the R. M. S. Aorangi, C. W. Hay, commander, left that port one day late. Called at Victoria, B. C. and after taking on mails and passengers there, proceeded on her voyage on the 27th July, from which date until the 30th July, westerly and west north westerly winds were encountered, after which easterly and east north-easterly winds set in and prevailed until arrival. Throughout the weather has been fine and the sea smooth, though strong adverse currents have somewhat retarded the ship's progress.

Passed and exchanged signals with the company's S. S. Moana at 2:50 a. m. on the 2nd inst.

#### Mahukona Shipping.

Departed—July 28, schr. Minnie A. Caine, Olsen, for San Francisco. Cargo, 1427 tons sugar, 153 hides. Total value, \$122,236.54. Hawaii Railroad Co. Ltd. agents.

Arrived—July 31, schr. Ida Schnaer, A. Sanderson, 25 days from Port Townsend. Lumber to R. R. Hind.

#### Kinau's Cargo.

The Kinau brought the following cargo from Hawaii and way ports yesterday: 242 sheep, 107 bags corn, 46 bags taro, 56 pigs, 19 cords wood, 2 horses, 113 pcs kua wood, 69 cases mds and 219 pigs sundries.

#### Hawaii Sugar List.

Waikaele Mill, 2000; Wainaku, 7300; Onomea, 11,735; Pepeekeo, 5000; Honouliuli, 13,000; Papeete, 2100; Oahu, 6500; S. S. Maui loading; Kakaia, 2000; Honokaa, 3,000; Kukuhae, 200; Paaloalo, 2000; Paahau, 2000; S. S. Helena loading; Punaluu, 5500; Honoupa, 600.

#### SHIPPING NOTES.

The steamer Kanaul arrived late yesterday afternoon.

The W. G. Hall and Claudine will be in early this morning.

The schooner Expansion has moved to the wharf from the stream.

The ship St. James went back to the navy wharf yesterday to take the champagne.

The Petrel was expected all day yesterday but up to a late hour had not been reported. It is thought that she may have been at

laid by quarantine at some of the Chinese ports.

The steamer Kinau after one of the smoothest round trips on record arrived here yesterday afternoon about half past two. She had a great many passengers.

The Kinau goes on the marine railway tomorrow. The Claudine will take her place on the Hilo run on Tuesday and the Maui will take the Claudine route.

#### ARRIVALS.

Saturday, August 3.  
Stmr. James Makee, Tullett, from Kauai.  
Stmr. Maui, Bennett, from Hawaii ports. Sugar and cattle.  
Stmr. Waleale, Pitts, from Kauai.  
Stmr. J. A. Cummins, Searle, from Pearl River.  
Stmr. Lehua, Napala, from Molokai.  
Stmr. Kinau, Clarke, from Hilo.  
C. & A. S. S. Aorangi, Hays, from Vancouver.  
U. S. S. Bennington, Moore, from Yokohama.  
Stmr. Kanaul, Bruhn, from Kauai.  
Schr. Rob Roy, from Pearl River.

#### DEPARTURES.

Saturday, August 3.  
U. S. S. Petrel, Green, for San Francisco.  
U. S. A. T. Thomas, Buford, for Manila.  
Am. schr. W. H. Marston, Curtis, for San Francisco.  
Stmr. J. A. Cummins with Oahu plantation barge in tow for Pearl River.  
Am. bk. Hawaiian Isles, Mallett, for Royal Roads in ballast.  
Stmr. Kaulaui, Dover, for Hilo ports (combustibles and acids only).  
Am. schr. Aloha, Frye, for San Francisco.  
Am. bk. John Smith, Wick, for the Sound in ballast.  
Am. bk. Arago, Perry, for Columbia River.  
Schr. Mokihana, for Kahului and way ports.

#### PASSENGERS ARRIVED.

From Hawaii and Maui ports, per stmr. Kinau, Aug. 3.—W. H. Shipman, J. A. Magoon and two children, Miss M. E. Schneider, C. C. Bittling, J. S. De Benneville, Otto Rose and wife, J. M. Coulson, Robt. R. Elgin, E. S. Boyd and boy, C. H. Kluegel, Philip Naone, Miss Bela Weight, Miss K. Cooper, Li Chung, Miss J. B. Massy, Miss M. Gonsalves, Miss J. Gonsalves, Miss Eva Gonsalves, Miss G. V. Inman and son, F. S. Dodge, B. H. Austin, Ashford Austin, H. B. Gehr, A. C. Gehr, Miss J. Machado, Miss M. E. Mabry, Miss E. R. Pearce, T. S. Kennedy, J. W. Reighley, A. R. Van Tassel, Geo. Turnbull, P. Parizini, Dr. W. H. Jones, Robt. Thurston, Mrs. B. H. Zablan, Clive Davies and wife, Renton Hind, Rev. F. Durao, Mrs. E. Naauao, Miss G. Renton, Miss J. Quinn, Miss B. Howard, Miss F. M. Carter, R. T. Richard, Wilder Wight, L. R. Crook, Mrs. J. S. Walker, Miss King, C. Kimball, A. Alberg, C. Freeland, Rev. H. Poeppel, Dr. L. E. Cofer, Rev. McIntosh, A. W. Carter, C. A. Hartwell, Wm. James and 89 on deck.  
From Vancouver, per C. & A. S. S. Aorangi, Aug. 3rd.—Mrs. A. G. Hime and daughter, Mrs. F. R. Sears, Mr. J. S. Ames, Mrs. Bird and daughter, Miss Hogan, Mr. and Mrs. H. E. Waity and daughter, Mrs. M. A. Hewitt, Mr. T. M. Harrison, Miss McLeod, Mr. and Mrs. Fleming, Mr. F. A. Davis, Mr. and Mrs. Smeaton, Miss Cooley, Mrs. Judge and child Mr. J. K. Davis, Mr. Hammond, Mr. M. Phillips.

#### VESSELS IN PORT.

ARMY AND NAVY  
U. S. tug Iroquois, Pond, Midway Island, August 5.  
U. S. Gunboat Petrel, Gheen, Yokohama, July 25.  
U. S. S. Philadelphia, Meade, Samea, Aug. 1.

#### MERCHANTMEN.

(This list does not include coasters.)  
Albert, Am. bk., Griffith, San Francisco, July 30.  
Charmer, Am. sp., Slater, Tacoma, July 26.  
C. D. Bryant, Am. bk., Colley, San Francisco, July 3.  
City of Hankow, Br. sp., Williamson, Newcastle, July 18.  
Defender, Am. sch., Masters, Hanan, July 25.  
Emily Reed, Am. sp., Baker, Sydney, July 14.  
Expansion, Am. sch., Larsen, Newcastle, July 18.  
Fort George, Am. ship, Morse, Newcastle, June 23.  
F. M. Glade, Am. sch., Sorenson, Newcastle, for Ellice, July 24. Outside.  
Hacia, Am. sp., Nelson, Newcastle, July 18.  
Hawalea, Am. sp., Mallett, Newcastle, July 24.  
Irangati, Am. bk., Schmidt, San Francisco, July 18.  
J. M. Brown, Am. sp., Knight, Newcastle, July 21.  
J. R. Thomas, Am. sp., Port Stephens, June 12, in distress.  
Kinau, Br. sp., Locke, Cardiff, Aug. 1.  
Maui, Am. bk., Smith, San Francisco, July 30.  
Maui, Am. sch., Hansen, Hakalei, July 21.  
Maui, Am. sch., Hansen, Hakalei, July 21.  
Maui, Am. sch., Hansen, Hakalei, July 21.

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Rufus, E. Wood, Am. bk., McLeod, Newcastle, July 10.  
Rosamond, Am. schr., Johnson, S. Francisco, July 14.  
S. G. Wilder, Am. bk., Jackson, San Francisco, July 23.  
St. James, Am. bk., Tapley, Newcastle July 10.  
St. Nicholas, Am. sp., Brown, Sydney, July 24.  
S. C. Allen, Am. bk., Johnson, S. F., July 19.  
Serra, Am. sp., Nelson, Newcastle, June 30.  
Sohome, Am. schr., Petersen, Iquique, July 10.  
W. H. Marston, Am. schr., C. Curtis San Francisco, July 8.  
W. J. Patterson, Am. sch., Weitkunat, Gray's Harbor, July 26.

#### MOVEMENTS OF STEAMERS.

Name	From	Date
City of Peking—Yokohama	Aug. 3	
Sonoma—Sydney	Aug. 6	
Ventura—San Fran.	Aug. 7	
Coptic—San Fran.	Aug. 9	
Gaelic—Yokohama	Aug. 17	
America—San Fran.	Aug. 17	
Mariposa—San Fran.	Aug. 20	
Hongkong Maru—Yokohama	Aug. 20	
City of Peking—San Fran.	Aug. 24	

#### Language in the Philippines.

Judge Taft, the president of the Philippine Commission, will, it is stated, forward to Washington at an early day memorials relating to the language to be used in the Philippine courts. Shall that language be English or Spanish? On this question there is a great variety of opinion in the archipelago. Many of the judges recently appointed are Filipinos. To them, as to the natives, English is an unknown tongue. The foreign residents of Manila, representing many nationalities, are familiar with the Spanish language, and urge its use in the courts. Most Americans in the islands, it may be assumed, would have their own language adopted for court use. When Congress enacts legislation for the civil government of the islands, it will doubtless settle the language question in the way which may seem most expedient. The New York Tribune notes the fact that the different peoples of the world "cling to their respective languages with immeasurable tenacity, and resent and resist in the strongest way any arbitrary attempts to make them change from their vernacular to any other tongue." "Theoretically," observes our New York contemporary, "justice may speak with any tongue. Practically, the only acceptable speech of justice is in a tongue understood of the people." Congress will have a perplexing problem to solve when it legislates upon the language question in the Philippines. In Austria-Hungary the controversy over language differences has provoked the bitterest feeling and emphasized race differences. In South Africa Boer and Briton have long been at odds over the language question, and this was one of the grievances of the Outlanders. In Canada the French-Canadians hold tenaciously to the language of their ancestors. The United States has had no difficulty in assimilating the hosts of immigrants who have settled in this country and become Americans in speech as well as in sympathy. It will be many years before the Filipinos abandon their own dialects or the Spanish tongue and become an English-speaking people.

#### Power of Manopoly.

(Cincinnati Commercial Tribune.)  
The drummer had got off at a station to find the village two miles away, and the shackley old hobbled car waiting to convey passengers over the shackley old road was in charge of an old man who sat on the platform smoking with great complacency. "Does this thing run to the village?" queried the drummer, as he walked around the car. "It does when it wants to," was the reply.

"Oh, then you have got something to say about it? Perhaps you own the old creak of a horse?"  
"No."  
"And the car?"  
"Yes."  
"And the hat?"  
"Yes, I am the owner of everything in sight."  
"Mighty handy, isn't it?" continued the drummer, in sarcastic tones. "You, tolerably handy," was the placid reply. "I own the only two stores in the village and the only hotel, and if you don't like my style you'd better wait for the next train to come along and take you out of the country."

## Oceanic Steamship Co. TIME TABLE.

The steamers of this line will arrive or leave this port as herein set forth:  
FROM SAN FRANCISCO. 1901. FOR SAN FRANCISCO. 1901.

SIERRA.....	Wednesday, August 7	SONOMA.....	Tuesday, August 6
MARIPOSA.....	Saturday, August 17	MARIPOSA.....	Wednesday, August 21
SONOMA.....	Wednesday, August 28	VENTURA.....	Tuesday, August 27
ALAMEDA.....	Saturday, September 1	ALAMEDA.....	Wednesday, September 11
VENTURA.....	Wednesday, September 18	SIERRA.....	Tuesday, September 18
ALAMEDA.....	Saturday, September 28	ALAMEDA.....	Wednesday, September 28
SIERRA.....	Wednesday, October 9	SONOMA.....	Tuesday, October 8
ALAMEDA.....	Saturday, October 19	ALAMEDA.....	Wednesday, October 23
SONOMA.....	Wednesday, October 30	VENTURA.....	Tuesday, October 29
ALAMEDA.....	Saturday, November 9	ALAMEDA.....	Wednesday, November 13
VENTURA.....	Wednesday, November 20	SIERRA.....	Tuesday, November 19
ALAMEDA.....	Saturday, November 29	ALAMEDA.....	Wednesday, December 4
		SONOMA.....	Tuesday, December 10

In connection with the sailing of the above steamers the agents are prepared to issue, to intending passengers COUPON THROUGH TICKETS by any railroad from San Francisco to all points in the United States, and from New York by any steamship line to all European ports.

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For JAPAN and CHINA. For SAN FRANCISCO.

PERU.....	Aug. 1	PEKING.....	Aug. 2
CORTIC.....	Aug. 9	GALIC.....	Aug. 12
AMERICA MARU.....	Aug. 17	HONGKONG MARU.....	Aug. 20
PEKING.....	Aug. 24	CHINA.....	Aug. 27
GALIC.....	Sept. 3	DORIC.....	Sept. 6
HONGKONG MARU.....	Sept. 11	NIPPON MARU.....	Sept. 12
CHINA.....	Sept. 19	PERU.....	Sept. 21

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On or about the dates below stated, viz.:

From Vancouver and Victoria, B. C., for Brisbane, Q., and Sydney.	From Sydney, Brisbane, Q., for Victoria and Vancouver, B. C.		
AORANGI.....	Aug. 2	MIOVERA.....	Aug. 23
MOANA.....	Aug. 31	AORANGI.....	Sept. 25
MIOVERA.....	Sept. 28		

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S. S. AMERICAN, 6000 tons, to sail about July 15.

S. S. HAWAIIAN, 6000 tons, to sail.....

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